

**Amendments to the Claims:**

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) An internal combustion engine wherein said engine is operated with a predetermined fixed A/F ratio in an operating range where the amount of intake air is not larger than a predetermined value but, in ~~an all operating range~~ range-ranges where the amount of intake air is larger than said predetermined value, said engine is operated with a variable lean A/F ratio which increases from said fixed A/F ratio as the amount of intake air increases.

2. (Original) An internal combustion engine as claimed in claim 1, wherein the amount of intake air is controlled by an intake air flow control means, and

said intake air flow control means adjusts the amount of intake air in accordance with accelerator pedal position, and wherein

an accelerator correspondence ratio, which represents an adjustment ratio between said accelerator pedal position and the amount of intake air, is increased as said A/F ratio increases.

3. (Original) An internal combustion engine as claimed in claim 2, wherein said intake air flow control means is an electronic throttle valve that controls throttle valve opening by an electrical signal, and

an accelerator pedal position detecting means for detecting said accelerator pedal position is attached to an accelerator pedal, wherein said electronic throttle valve controls said throttle valve opening based on an electrical signal supplied from said accelerator pedal position detecting means.

4. (Previously Presented) An internal combustion engine as claimed in claim 1, further comprising a supercharger for pressurizing intake air, and wherein the amount of intake air is increased by using said supercharger, at least in the operating range where said engine is operated with said variable lean A/F ratio.

5. (Original) An internal combustion engine as claimed in claim 4, further comprising a pressurized air cooling means for cooling said intake air pressurized by said supercharger, and a pressurized air cooling control means for controlling the degree of cooling of said pressurized intake air passing through said pressurized air cooling means, and wherein

in the operating range where said engine is operated with said variable lean A/F ratio, intake air temperature is controlled so that the temperature of said intake air increases as said A/F ratio increases.

6. (Original) An internal combustion engine as claimed in claim 5, further comprising a bypass air passage for allowing said pressurized intake air to flow by bypassing said pressurized air cooling means, and wherein said pressurized air cooling control means controls the temperature of said pressurized intake air by controlling the amount of intake air passing through said bypass air passage.

7. (Original) An internal combustion engine as claimed in claim 5, wherein said pressurized air cooling means has a coolant passage, through which a coolant flows, and said pressurized air cooling control means controls the temperature of said pressurized intake air by controlling the flow rate of said coolant.

8. (Previously Presented) An internal combustion engine as claimed in claim 2, further comprising a supercharger for pressurizing intake air, and wherein the amount of intake air is increased by using said supercharger, at least in the operating range where said engine is operated with said variable lean A/F ratio.

9. (Previously Presented) An internal combustion engine as claimed in claim 3, further comprising a supercharger for pressurizing intake air, and wherein the amount of intake air is increased by using said supercharger, at least in the operating range where said engine is operated with said variable lean A/F ratio.